

## THE LOST ATLANTIC.

LESS THAN SIX HUNDRED VICTIMS.  
STORIES OF THE SAVED.

THE FATAL GALE—IGNORANCE OF THE SHIP'S POSITION—THE SUDDEN BLOW—BOATS MADE USELESS—SAVED BY LIFE-LINES—CONDITION OF THE RESCUED.

Latest details of the wreck of the steamship Atlantic, which sailed from New York on Monday night, are not so great as at first reported. The main features of the calamity remain unsoftened; the sufferings of those exposed to the pitiless pelting of the storm must have been terrible; and the story of the survivors is touching in the extreme. But the most trustworthy accounts reduce the number of people on board to nine hundred and seventy-six; of these five hundred and forty-six were lost.

We have the narratives of the captain and chief officer, from which it appears that none on board the ill-fated ship knew her actual position any time during the few hours before she struck. The steamer had passed Halifax; she was turned back; struck on her starboard side; keeled to the port (or larboard) side, rendering the boats on the other side useless. Not many were saved by the ship's boats; a life-line stretched to the shore being the means of escape for many. The first boat from land came out at 5 a. m.; other and larger craft came to the rescue at 6 a. m. Many escaped from under deck through the port-holes of the ship, on the upper side, as she lay careened, before she was completely submerged, the bow being high out of water.

Every means possible to save life and relieve the sufferings of the survivors seem to have been used by the coast people. Arrangements to forward the saved to this city have been made. The passenger lists, as full as can possibly be prepared, are published below.

## CAPTAIN WILLIAMS'S STORY.

THE VOYAGE FROM LIVERPOOL—FANCIED SAFETY—PROVIDES SUDDEEN WRECK—THE SINKING OF THE SHIP—GETTING LINES ASHORE—431 LIVES SAVED—A BRAVE CLERGYMAN—AFTER THE DISASTER.

HALIFAX, April 2.—The following is the captain's statement:

We sailed from Liverpool March 30. During the first part of the passage we had favorable weather and easterly winds. On the 24th, 25th, and 26th we experienced heavy south-west and westerly gales, which brought the ship down to 118 miles a day. On the 31st of March the engineer's report showed but about 127 tons of coal on board. We were then 460 miles east of Sandy Hook, with wind south-west, and high westerly swell and falling barometer, the ship steaming only eight knots per hour. I considered the risk too great to push on, as we might find ourselves, in the event of a gale, shut out from any port of supply, and so I decided to bear up for Halifax. At 1 p. m., March 31, Sambro Island was distant 170 miles; the ship's speed varying from 8 to 12 knots per hour; wind south, with rain, which veered to westward at 5 p. m., with clear weather. At midnight, I judged the ship to have made 122 miles, which would place her 48 miles south of Sambro, and I then left the deck and went into the chart-room, leaving orders about the look-out, and to let me know if they saw anything, and call me at 3 a. m. I then went to put the ship's head to the southward and await daylight.

My first intimation of the catastrophe was the striking of the ship on Meagher's Island and remaining there fast. The sea immediately swept away all the port boats. The officers went to their stations and commenced clearing away the weather boats. Rockets were fired by the second officer. Before the boats could be cleared, only 30 minutes having elapsed, the ship keeled heavily to port, rendering the starboard boats useless. Seeing that no help could be got from the boats, I got the passengers into the rigging and outside the rails and encouraged them to go forward where the ship was highest and less exposed to the water. The Third Officer, Mr. Brady, and Quartermasters Owens and Speakman by this time having established communication with the outlying rock, about 40 yards distant, by means of a line, got four other lines to the rock, along which about 300 people passed. Between the rock and the shore was a passage 100 yards wide. A rope was successfully passed across this, by which means about 50 got to the land, though many were drowned in the attempt.

At 5 a. m. the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. Brady, the Third Officer, the islanders were aroused, and by 6 a. m. three larger boats came to our assistance. By their efforts all that remained on the side of the ship adrift on the rock were landed in safety, and cared for by a poor fisherman named Clancy and his daughter. During the day the survivors, to the number of 429, were drafted off to the various houses scattered about, the resident magistrate, Edmund Ryan, rendering valuable assistance. The Chief Officer having got up the mizen rigging, the sea cut off his retreat. He stood for six hours by a woman who had been placed in the rigging. The sea was too high to attempt his rescue. At 3 p. m. a clergyman, the Rev. Mr. Ancient, succeeded in getting him a line and getting him off. Many of the passengers, saloon and steerage, died in the rigging from the cold; among the number the Purser of the ship.

Before the boats went out I placed two ladies in the life-boat, but finding the boat useless, carried them to the main rigging, where I left them and went aft to encourage others to go forward on the side of the ship. At this juncture the boilers exploded, and the boat rolled over to leeward, the ship at this time being on her beam ends. Finding myself useless there, I went to take the ladies forward, but found them gone, nor did I see them afterwards. Many passengers at this time could not be stimulated to any effort to save themselves, but lay in the rigging and died from fright and exposure. I remained on the side encouraging, helping, and directing until about 15 were landed, when finding that my hands and legs were becoming useless, I left the ship, two other boats being close to, and embarked the remainder.

On reaching the shore I dispatched Mr. Brady, Third Officer, off to Halifax, across the country, to telegraph the news of the disaster, and to obtain assistance. Mr. Morrow, the Cunard line agent,

promptly responded and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for and forwarded to New-York the first opportunity in charge of the First and Fourth Officers, the Third Officer and four men being left at the island to care for the dead as they came ashore. Capt. Sheridan, diver, has received provisional authority as to the salvage of the cargo and materials. The Second Officer was lost with No. 30 life boat.

## THE CHIEF OFFICER'S STORY.

FIGHTING THE WAVES—RESCUED BY A GALLANT CLERGYMAN AFTER TEN HOURS IN THE RIGGING—A WOMAN'S GHASTLY FATE.

HALIFAX, April 2.—J. W. Firth, chief officer of the Atlantic, in reply to the reporter's questions, made a statement in substance as follows:

My watch ended at 12 o'clock on Monday night. The second and fourth officers took charge, and I went to my berth. I was aroused by the shock of the vessel sinking. The second officer came down to my room, and said the ship was ashore and he was afraid she was gone. I put on a few articles of clothing, got an ax, and went on deck to clear the boats. The ship had careened over before I reached the deck. I cleared the two starboard boats. Just then a heavy sea swept the boats away. I was holding fast to the mizenmast rigging, and now climbed higher for safety. The night was so dark and the spray blew so thickly that we could not see well what was going on around us. I saw men on the rocks, but did not know how they got there. All who were alive on board were in the rigging. When daylight came I counted 32 persons in the mizenmast rigging with me, including one woman. When these saw that there were lines between the ship and the shore, many of them attempted to go forward to the lines, and in doing so were washed overboard and drowned. Many reached the shore by the aid of the lines, and the fishermen's boats rescued many more. At last all had either been washed off or rescued except myself, the woman, and a boy. The sea had become so rough that the boats could not venture near us. Soon the boy was washed off, but he swam gallantly and reached one of the boats in safety. I got a firm hold of the woman and secured her in the rigging. I could see the people on shore and in the boats, and could hail them, but they were unable to help us.

At 2 o'clock in the afternoon, after we had been in the rigging ten hours, the Rev. Mr. Ancient, a Church of England clergyman, whose noble conduct I can never forget while I live, got a crew of four men to row him out to the wreck. He got into the main rigging and procured a line, then advanced as far as he could toward me and threw it to me. I caught it, made it fast around my body and then jumped clear. A sea swept me off the wreck, but Mr. Ancient held fast to the line, pulled me back and got me safely in the boat. I was then so exhausted and benumbed that I was hardly able to do anything for myself, and but for the clergyman's gallant conduct I must have perished soon. The woman, after bearing up with remarkable strength under her great trials, had died two hours before Mr. Ancient arrived. Her half-nude body was still fast in the rigging, her eyes protruding, her mouth foaming—a terribly ghastly spectacle rendered more ghastly by the contrast with the numerous jewels which sparkled on her hands. We had to leave her body there, and it is probably there yet. The scene at the wreck was an awful one, such as I had never before witnessed and hope never to witness again. Comparatively few bodies drifted ashore; most of them, with such articles as came out of the ship while I was on her, were carried to sea.

## A STEERAGE PASSENGER'S STORY.

THRILLING ESCAPE FROM A WATERY PRISON HOUSE—HUNDREDS MISERABLY DROWNED.

HALIFAX, April 2.—A steerage passenger makes the following statement:

I turned into my berth about 11 o'clock Monday night. The night was dark but starlight, and the weather fine. I knew the ship was going into Halifax for coal. The last I remembered was two bells (1 o'clock) struck. I then went to sleep, and I woke up with a shock and remarked to my mate, "There goes the anchor." I thought, of course, we were fast in Halifax Harbor; but as soon she made a second plunge I said, "Good God, she's ashore!" With that we got up and dressed. The companion-way was thronged with the lower steerage passengers. Seeing that the sea was commencing to break over the ship, and pour down the companion-way, I got as many as possible to take to the bunks and hold on by the iron stanchions. There we remained until after daylight. The ship had fallen over and the steerage was full of water, one side only being out of it. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours, and then went to the shore by the "life line." When I left the ship there were still a great many in the rigging.

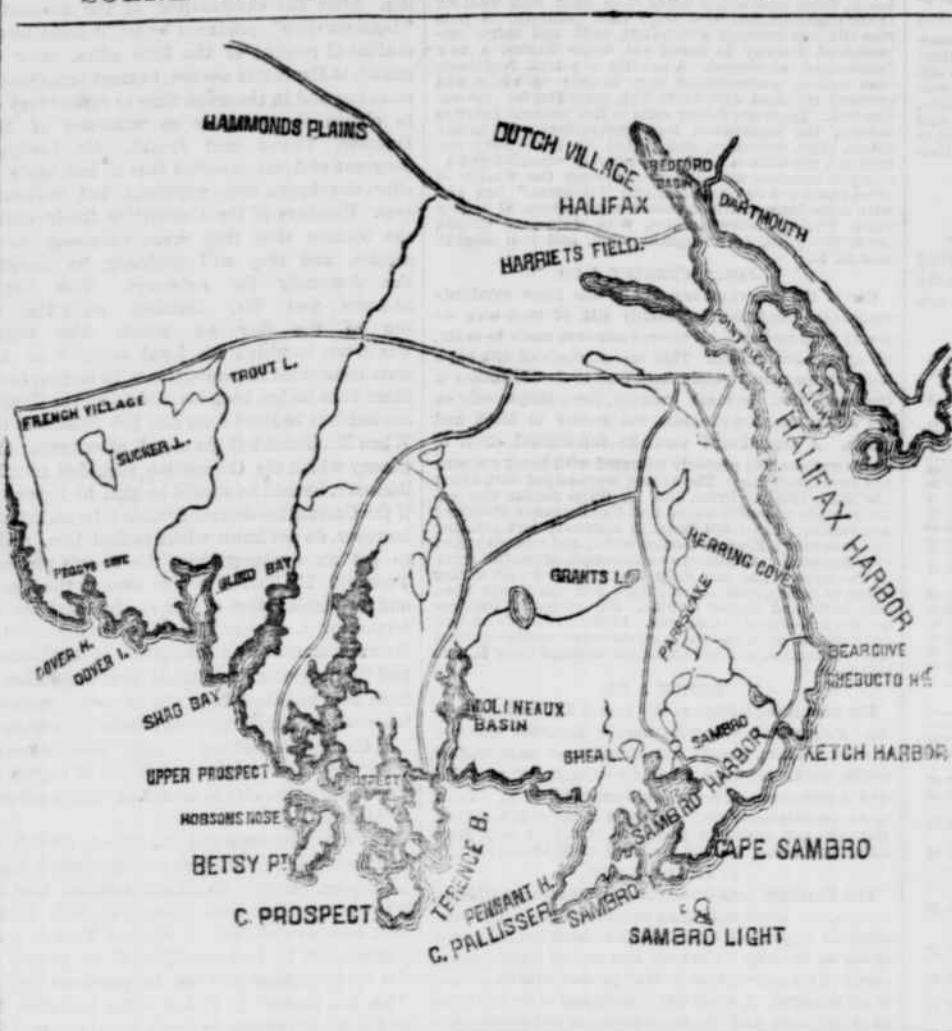
## THE RELIEF EXPEDITION.

THE LADY HEAD, DELTA, AND GOLAH TO THE RESCUE—A MOTLEY CROWD—AFFECTING SCENES—BRINGING THE SURVIVORS TO HALIFAX—546 LIVES REPORTED LOST.

HALIFAX, April 2.—Early this morning the Dominion Government steamer Lady Head, Capt. Mattson, the Cunard Steamer Delta, Capt. Shaw, and the steam-tug Golah, Capt. Jones, left the city for the scene of the wreck of the White Star steamer Atlantic at Prospect, to render such assistance as they could. The Lady Head had on board a number of Customs-house officers, and the Delta's party included several newspaper reporters. The start was made about 3 o'clock, so that the steamers might reach the scene immediately after daylight. As the morning broke the steamers approached Prospect, and those on board quickly learned the whereabouts of the ill-fated Atlantic from the presence around her of a large fleet of fishing schooners and small boats. The locality is one that a mariner would be disposed to give a wide berth to if possible, the shore being a succession of large beds of rock with dangerous shoals running out for some distance, while the bay is studded with innumerable islands, large and small, all of solid rock with scarcely a sign of vegetation or soil for anything to grow on. Frowning and dangerous as the place was, there was still grandeur and beauty in the scene. But the terrible story of the shipwreck absorbed too much of the attention of those on board the relieving steamers to allow them to spend many minutes in admiring nature. The business of the vessels was to get on board the passengers and others who had been rescued from the wreck and put on shore, where, with such a large number in but a small place, not even the large-hearted generosity and kindness of the fishermen could be expected to make them comfortable.

The Delta and the Lady Head being unable to venture near the shore, came to anchor, and the Golah,

## SCENE OF THE WRECK OF THE ATLANTIC.



with a life-boat, went in to embark the shipwrecked people. No time was lost; the Golah and the boats soon returned filled with men, who proceeded to get on board the Delta. And such a motley party! Falstaff's ragged regiment were well attired compared to these English, Irish, Scotch, Welsh, German, Dutch, Norwegian, Swedes, Swis, indeed, representations of every country in Europe and of the United States were huddled together, talking, laughing, crying, praying and diving tanks, producing a confusion of tongues of the most extraordinary character. Scarcely one-half of them had a complete and respectable suit of clothes. The wealthy merchant of London and New-York, the high-toned professional gentleman, and the lowest of the foreign emigrants, appeared in clothing much of which had been given to them by the good people of Prospect. Some were without coats, many without hats, others without boots, and all had to mourn the absence of at least some comfort in the way of clothing. Expensive broadcloth blended with the rough Guernsey jacket on the one person. Here was an aristocratic man striving to make himself at home under a dilapidated overcoat that had probably done duty, in the days of yore, on the back of more than one hardy fisherman of the place, while at the same time he made desperate efforts to get on his benumbed hands a pair of lavender kid gloves. He had a preference for kid as a rule, no doubt, but at that particular moment he was gazing enviously on a half-frightened-to-death Dutchman, who sported a prodigious pair of wool mittens, which did great credit to the skill and sense of the fisherman's daughter who had given them to him. But why continue the story? The scene may be more easily imagined than described. All were warmly welcomed on board the Delta by Capt. Shaw and his officers, who spared no pains to make them as comfortable as possible. The Golah returned to the shore, and was soon back again with just such a crowd as the previous one.

There were several affecting scenes on the Delta, as the passengers were collecting in her from the different points where they had been staying. Friends who had separated from each other after the Atlantic struck, and never expected to meet again in this world, were brought face to face in the Delta's cabin, where they grasped hands and wept for joy, and returned thanks to Him whose mercy had spared them, while so many of their fellows had been sent into eternity. By 12 o'clock, all those who had reached the shore safely were, excepting an officer and four men who remained, and those who walked inland, taken on board the steamers Delta and Lady Head, the former having about 330 and the latter 77. A calculation was now made by Capt. Williams, showing that the loss of life, though immense, was not so large as had been reported. The Atlantic had on board 33 cabin passengers, 509 steerage passengers, and a crew (officers included) of 145 men; total, 676 souls, leaving the number lost, 546. This may not be precisely correct, but is nearly so.

The wreck remained in the same position as before reported; bow and mainmast only above water, and sea breaking so rough that boats could not approach with safety. She was broken in some places and a few packages had washed out and drifted to sea, but the bulk of the cargo appeared to be undisturbed. Several vessels with diving apparatus have arrived at the wreck, and commenced operations for the removal of dead bodies and the cargo. The Carliotta's passengers, who got in early yesterday morning, say that the night was very dark, rainy, and windy, and that they were very anxious. They saw nothing of the Atlantic.

The disaster was so soon over that hundreds could know nothing of the danger. Of 300 women and children, a majority were swept out of the steerage, and drifting beyond the vessel on immense waves, were carried seaward and seen no more. The bodies recovered will be buried at Prospect Village.

LATER.—The Delta's passengers, in number 230, landed at the Cunard wharf late this afternoon. They were mostly men from 20 to 25 years of age. Many were in a pitiable condition—without shoes, feet swollen and bruised, clothes torn and drenched, some with bits of carpet, matting and blankets around them, and all fretted and sick from exposure all night. On reaching the locality it was found that a considerable number more than first named had been picked up and saved, among whom were some old and feeble persons, who died after being rescued from exhaustion and cold. The Lady Head is bringing 77 more. All who have arrived here have been fed and cared for. It is expected that the divers will be successful in saving goods if the weather proves favorable.

The chief officer, though a long time in a perilous position alone on the wreck, was at last saved. The second officer, Worthington, the purser, and Christie, chief steward, were lost. Capt. Williams is here. It is understood the Government will commence an investigation at once. The agent of the Cunards and others are making arrangements to forward all who are able to go to New-York, by steamer. In the mean time, all that is necessary will be done by the citizens and authorities for the comfort of the survivors.

LATER.—The passengers were taken care of by the Cunard agents on their arrival here, this afternoon. About 150 of them will go by the steamer Chase to Portland, to-morrow, the remainder going by the steamer Falmouth, to-morrow night, if there is room for them. About 100 bodies have been recovered at Prospect. The agents here have ordered 100 coffins to be sent down at once. The Company are paying all the expenses. The city authorities and the Provincial Legislature have taken measures to relieve

## Passengers.

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